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APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.
09/531,956	03/21/2000	Bryan M. Eagle III	11459/I	6873
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EXAMINER				
MORGAN, ROBERT W				
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Please find below and/or attached an Office communication concerning this application or proceeding.

The time period for reply, if any, is set in the attached communication.

Office Action Summary

Application No.

09/531,956

Applicant(s)

EAGLE, BRYAN M.

Examiner

Robert W. Morgan

Art Unit

3626

-- The MAILING DATE of this communication appears on the cover sheet with the correspondence address --
Period for Reply

A SHORTENED STATUTORY PERIOD FOR REPLY IS SET TO EXPIRE 3 MONTH(S) OR THIRTY (30) DAYS, WHICHEVER IS LONGER, FROM THE MAILING DATE OF THIS COMMUNICATION.

- Extensions of time may be available under the provisions of 37 CFR 1.136(a). In no event, however, may a reply be timely filed after SIX (6) MONTHS from the mailing date of this communication.
- If NO period for reply is specified above, the maximum statutory period will apply and will expire SIX (6) MONTHS from the mailing date of this communication.
- Failure to reply within the set or extended period for reply will, by statute, cause the application to become ABANDONED (35 U.S.C. § 133). Any reply received by the Office later than three months after the mailing date of this communication, even if timely filed, may reduce any earned patent term adjustment. See 37 CFR 1.704(b).

Status

- 1) ☒ Responsive to communication(s) filed on 09 May 2008.
- 2a) ☐ This action is **FINAL**. 2b) ☒ This action is non-final.
- 3) ☐ Since this application is in condition for allowance except for formal matters, prosecution as to the merits is closed in accordance with the practice under *Ex parte Quayle*, 1935 C.D. 11, 453 O.G. 213.

Disposition of Claims

- 4) ☒ Claim(s) 129 and 140-144 is/are pending in the application.
- 4a) Of the above claim(s) _____ is/are withdrawn from consideration.
- 5) ☐ Claim(s) _____ is/are allowed.
- 6) ☒ Claim(s) 129 and 140-144 is/are rejected.
- 7) ☐ Claim(s) _____ is/are objected to.
- 8) ☐ Claim(s) _____ are subject to restriction and/or election requirement.

Application Papers

- 9) ☐ The specification is objected to by the Examiner.
- 10) ☐ The drawing(s) filed on _____ is/are: a) ☐ accepted or b) ☐ objected to by the Examiner.
Applicant may not request that any objection to the drawing(s) be held in abeyance. See 37 CFR 1.85(a).
Replacement drawing sheet(s) including the correction is required if the drawing(s) is objected to. See 37 CFR 1.121(d).
- 11) ☐ The oath or declaration is objected to by the Examiner. Note the attached Office Action or form PTO-152.

Priority under 35 U.S.C. § 119

- 12) ☐ Acknowledgment is made of a claim for foreign priority under 35 U.S.C. § 119(a)-(d) or (f).
- a) ☐ All b) ☐ Some * c) ☐ None of:
1. ☐ Certified copies of the priority documents have been received.
 2. ☐ Certified copies of the priority documents have been received in Application No. _____.
 3. ☐ Copies of the certified copies of the priority documents have been received in this National Stage application from the International Bureau (PCT Rule 17.2(a)).

* See the attached detailed Office action for a list of the certified copies not received.

Attachment(s)

- 1) ☐ Notice of References Cited (PTO-892)
- 2) ☐ Notice of Draftperson's Patent Drawing Review (PTO-948)
- 3) ☐ Information Disclosure Statement(s) (PTO/SB/C2)
Paper No(s)/Mail Date _____
- 4) ☐ Interview Summary (PTO-413)
Paper No(s)/Mail Date _____
- 5) ☐ Notice of Informal Patent Application
- 6) ☐ Other: _____

DETAILED ACTION

Continued Examination Under 37 CFR 1.114

1. A request for continued examination under 37 CFR 1.114, including the fee set forth in 37 CFR 1.17(e), was filed in this application after final rejection. Since this application is eligible for continued examination under 37 CFR 1.114, and the fee set forth in 37 CFR 1.17(e) has been timely paid, the finality of the previous Office action has been withdrawn pursuant to 37 CFR 1.114. Applicant's submission filed on 5/9/08 has been entered.

Notice to Applicant

2. This communication is in response to the amendment filed 5/9/08, the following has occurred: claims 129, 140 and 142 have been amended and claim 144 has been added. Now claims 129 and 140-144 are presented examination.

Claim Rejections - 35 USC § 112

The following is a quotation of the second paragraph of 35 U.S.C. 112:

The specification shall conclude with one or more claims particularly pointing out and distinctly claiming the subject matter which the applicant regards as his invention.

Claim 144 is rejected under 35 U.S.C. 112, second paragraph, as being indefinite for failing to particularly point out and distinctly claim the subject matter which applicant regards as the invention. It is unclear what is meant by owners schedule the origin-destination flight pairs before the pre-schedule flight data is received? For examination purposes the Examiner has treated it as the posting of scheduled flight information (empty seats) after a flight has been scheduled by the owner.

Claim Rejections - 35 USC § 103

3. The following is a quotation of 35 U.S.C. 103(a) which forms the basis for all obviousness rejections set forth in this Office action:

(a) A patent may not be obtained though the invention is not identically disclosed or described as set forth in section 102 of this title, if the differences between the subject matter sought to be patented and the prior art are such that the subject matter as a whole would have been obvious at the time the invention was made to a person having ordinary skill in the art to which said subject matter pertains. Patentability shall not be negated by the manner in which the invention was made.

4. Claims 129, 140, and 141 rejected under 35 U.S.C. 103(a) as being unpatentable over U.S. Patent No. 6,711,548 to Rosenblatt.

As per claim 129, Rosenblatt teaches air travel scheduling system and method for scheduling non-scheduled flight using a distributed computer network such as the Internet (see: column 4, lines 44-47). Where Fixed Base Operators (FBO's), through subscription to a directory service or similar listing available over the distributed computer network make their aircraft available to air travelers (see: column 4, lines 47-50).

--the claimed receiving pre-scheduled flight data from owners of the private aircraft, the pre-scheduled flight data defining empty leg flight scheduled by the owners outside the reservation service is met by Fixed Base Operators (FBO's), through subscription to a directory service or similar listing available over the distributed computer network make their aircraft available to air travelers (see: column 4, lines 47-50). In addition, Rosenblatt teaches the directory service updates (50, Fig. 2) flight information to reflect a scheduled flight which includes origin and destination information (see: column 6, lines 45-50). Additionally, Rosenblatt teaches that if extra seats are available for a scheduled flight that information is posted to the general public via the directory service web site and typically includes flight information such as origin-destination information (see: column 6, lines 50-55). The Examiner considers the updated scheduled flight information to include at least one leg of a scheduled

flight and any extra or empty seat on that leg of the scheduled flight are considered to be an empty leg of an origin-destination flight;

--the claimed receiving from the owners of the private aircraft availability information including predetermined reservation criteria for each empty leg, said reservation criteria including a departure location, a departure time constraint, a minimum number of passengers, and minimum total payment required to reserve the private aircraft, the departure location being defined by the pre-scheduled flight data is met by travelers (14, Fig. 1) accessing the directory service (12, Fig. 1) via a computer connection and specifying (32, Fig. 2) a departure site, date, destination (34, Fig. 2) and the number of passenger (38, Fig. 2) (see: column 6, lines 7-17). In addition, each independent charter services have its own cost structures that govern its charges for charter flights (see: column 7, lines 40-42). Furthermore, Fixed Base Operators (FBO's), through subscription to a directory service or similar listing available over the distributed computer network make their aircraft available to air travelers (see: column 4, lines 47-50). In addition, Rosenblatt teaches the directory service updates (50, Fig. 2) flight information to reflect a scheduled flight which includes origin and destination information (see: column 6, lines 45-50). Additionally, Rosenblatt teaches that if extra seats are available for a scheduled flight that information is posted to the general public via the directory service web site and typically includes flight information such as origin-destination information (see: column 6, lines 50-55);

--the claimed posting the availability information to the reservation service is met by the directory service posting seat availability via a web site (see: column 50-55);

--the claimed receiving reservation bids from a plurality of independent passengers, each of the reservation bids including a specific destination request and a payment offer is met by

travelers (14, Fig. 1) accessing the directory service (12, Fig. 1) via a computer connection and specifying (32, Fig. 2) a departure site, date, destination (34, Fig. 2) and the number of passenger (38, Fig. 2) (see: column 6, lines 7-17). In addition, Rosenblatt teaches that payment is made to the charter flight operator by the network booking agency on the basis of the alternative scales for network charter bookings less server commissions (see: column 7, lines 60-63);

--the claimed selecting the number of received reservation bids, wherein the selected bids collectively match said criteria for an identified private aircraft is met by the system that offers customized itineraries through an efficient matching of aircraft resources with passenger needs (see: column 5, lines 55-57). In addition, Rosenblatt teaches that aircrafts are assigned according distance to be traveled, number of passengers and location of particular aircraft on the specified departure date (see: column 6, lines 18-27);

--the claimed communicating to each of the independent passengers associated with selected bids a first notification of the acceptance is met by all participants being notified in advance of a proposed schedule as soon as the flight has been booked (see: column 6, lines 64-66); and

--the claimed communicating to an owner of the identified private aircraft a second notification of the acceptance is met by all participants being notified in advance of a proposed schedule as soon as the flight has been booked (see: column 6, lines 64-66).

Rosenblatt fails to explicitly teach:

--the claimed accepted the selected reservation bids; and

--the claimed transmitting to the owner of the identified private aircraft a passenger list corresponding to the selected reservation bids and a flight schedule that is substantially

consistent with the departure time constraint, the departure location, and specific destination request.

However, Rosenblatt teaches that all participants are notified in advance of a proposed schedule as soon as the flight has been booked (see: column 6, lines 64-66). The Examiner considers notification of the flight being booked as acceptance of the reservation. In addition, Rosenblatt also teaches that once a customized charter flight has been booked, its flight plan is filed with the FAA in the same manner as that followed by the general aviation users of air space. The Examiner considers the flight plan to include a passenger list corresponding to the selected reservation bids and a flight schedule that is substantially consistent with the departure time constraint, the departure location, and specific destination request. One of ordinary skill in the art at the time the invention was made would have found it obvious to include transmitting a passenger list to the private aircraft owners within the travel scheduling system as taught by Rosenblatt with the motivation of providing aircraft owners with accurate and updated passenger information thereby utilizing all the seats that are available in order to satisfy the cost of the flight.

As per claim 140, Rosenblatt teaches a method for utilizing private aircraft as a public passenger service comprising:

--the claimed reservation service operated by a reservation service owner for use with a plurality of airplanes, each owned and operated by a private airplane owner, each airplane owner independent of another such airplane owner and independent of said reservation served owner is met by the air travel schedule directory service (12, Fig. 1) that allows the fixed base operators (FBO's) (16, Fig. 1), other charter-type flight providers (20, Fig. 1) and air travelers to link or

communicate with each other to schedule and reserve flight information (see: column 5, lines 31-43);

--the claimed plurality of unscheduled airplanes, each owned and operated by a private airplane owner, each airplane owner independent of another such airplane owner and independent of said reservation served owner is met by the fixed base operators (FBO's) (16, Fig. 1) and other charter-type flight providers (20, Fig. 1);

--the claimed said reservation service to receive electronically from each airplane owner availability of at least one flight pre-scheduled flight by the airplane owner, each of said flight availabilities including a departure location, a list of possible destination locations, a departure time constraint, and a minimum total payment, said minimum total payment expressed as a function of available seats and price per seat is met by the directory service that maintains a current and schedule location of all aircraft available through the services as well as updating the listing with every reservation (see: column 6, lines 35-41). In addition, travelers (14, Fig. 1) accessing the directory service (12, Fig. 1) via a computer connection and specifying (32, Fig. 2) a departure site, date, destination (34, Fig. 2) and the number of passenger (38, Fig. 2) (see: column 6, lines 7-17). Furthermore, each independent charter services have its own cost structures that govern its charges for charter flights (see: column 7, lines 40-47). Moreover, Fixed Base Operators (FBO's), through subscription to a directory service or similar listing available over the distributed computer network make their aircraft available to air travelers (see: column 4, lines 47-50). In addition, Rosenblatt teaches the directory service updates (50, Fig. 2) flight information to reflect a scheduled flight which includes origin and destination information (see: column 6, lines 45-50);

--the claimed said reservation to post via a computer network each of said flight availabilities on an electronic medium is met by the directory service posting seat availability via a web site (see: column 50-55);

--the claimed said reservation service to receive reservation bids electronically from a plurality of independent passengers, said passengers independent of said reservation service owner and said airplane owners, each of said reservation bids including a specific destination request and a payment offer is met by travelers (14, Fig. 1) accessing the directory service (12, Fig. 1) via a computer connection and specifying (32, Fig. 2) a departure site, date, destination (34, Fig. 2) and the number of passenger (38, Fig. 2) (see: column 6, lines 7-17). In addition, Rosenblatt teaches that payment is made to the charter flight operator by the network booking agency on the basis of the alternative scales for network charter bookings less server commissions (see: column 7, lines 60-63);

--the claimed said reservation service to accept a number of said reservation bids and to reserve a matching flight availability if the number collectively satisfies the minimum total payment, departure location, destination location, and departure time constraints associated with said matching flight availability is met by the system that offers customized itineraries through an efficient matching of aircraft resources with passenger needs (see: column 5, lines 55-57). In addition, Rosenblatt teaches that aircrafts are assigned according distance to be traveled, number of passengers and location of particular aircraft on the specified departure date (see: column 6, lines 18-27). Furthermore, each independent charter services have its own cost structures that govern its charges for charter flights (see: column 7, lines 40-47). In addition, Rosenblatt teaches that payment is made to the charter flight operator by the network booking agency on the basis of

the alternative scales for network charter bookings less server commissions (see: column 7, lines 60-63);

--the claimed said reservation service to transmit a notification of said reserved flight availability to the owner of said airplane associated with said reserved flight availability is met by all participants being notified in advance of a proposed schedule as soon as the flight has been booked (see: column 6, lines 64-66); and

--the claimed said reservation service to transmit a notification of said acceptance to each of the passengers associated with the accepted reservation bid is met by all participants being notified in advance of a proposed schedule as soon as the flight has been booked (see: column 6, lines 64-66).

Rosenblatt fails to teach:

--the claimed said reservation service to transmit electronically to the owner of said airplane associated with said reserved flight availability a passenger list and a flight schedule that is substantially consistent with said departure time constraints, said departure location, and said destination location;

--the claimed said reservation service to schedule a flight for the airplane substantially according to the flight schedule;

--the claimed said airplane to fly a flight substantially according to said flight schedule;

--the claimed said reservation service to collect a payment from each of the passengers, said payment corresponding to said payment offer; and

--the claimed said reservation service to transfer said collect payment to said owner of said airplane associated with said reserved flight availability.

However, Rosenblatt teaches that all participants are notified in advance of a proposed schedule as soon as the flight has been booked (see: column 6, lines 64-66). The Examiner considers the notification to all the parties to include an electronic transmission to the owner of the private airplane. In addition, Rosenblatt teaches that once a customized charter flight has been booked, its flight plan is filed with the FAA in the same manner as that followed by the general aviation users of air space. The Examiner considers that flight plan to include a passenger list and flight schedule in order to fly a flight substantially according to flight schedule. Furthermore, Rosenblatt teaches that a payment is made to the charter flight operator by the network booking agency on the basis of the alternative scales for network charter bookings less server commissions (see: column 7, lines 60-63). One of ordinary skill in the art at the time the invention was made would have found it obvious to include transmitting a passenger list and flight schedule in order to fly a flight substantially according to flight schedule within the travel scheduling system as taught by Rosenblatt with the motivation of providing aircraft owners with accurate and updated flight schedule information in order to satisfy the cost of the flight.

As per claim 141, Rosenblatt teaches the claimed reservation service to terminate on of said flight availabilities if said reservation service fails to match a number of reservation bids with said flight availability such that said minimum total payment requirement is met. This feature is met by the minimum passenger booking per flight which represents a break-even point for operating cost vs. fare revenue, associated with selection of the aircraft type for a given trip assignment (see: column 10, lines 26-30). In addition, Rosenblatt teaches that data is needed to

assembly the economics of operating “charter services” such as cost per operating hour that leads to projections of ticket prices (see: column 11, lines 56-61).

As per claim 142, Rosenblatt teaches the claimed wherein each empty leg is one flight of an origin-destination flight pair. This limitation is met by the directory service updating (50, Fig. 2) the flight information to reflect scheduled flight information which includes origin and destination information (see: column 6, lines 45-50). In addition, Rosenblatt teaches that if extra seats are available for a scheduled flight that information is posted to the general public via the directory service web site and typically includes flight information such as origin-destination information (see: column 6, lines 50-55). The Examiner considers the updated scheduled flight information to include at least one leg of a scheduled flight and any extra or empty seat on that leg of the scheduled flight is considered to be an empty leg of an origin-destination flight.

As per claim 143, Rosenblatt teaches the claimed wherein the departure time constraint is defined by the pre-scheduled flight data. This limitation is met by the directory service updating (50, Fig. 2) the flight information to reflect scheduled flight information which includes origin and destination information (see: column 6, lines 45-50). In addition, Rosenblatt teaches that if extra seats are available for a scheduled flight that information is posted to the general public via the directory service web site and typically the schedule flight information includes departure time constraints since the flight has already been scheduled (see: column 6, lines 50-55).

As per claim 144, Rosenblatt teaches the claimed wherein the owners schedule the origin-destination flight pairs before the pre-schedule flight data is received. This limitation is met by the teachings that if extra seats are available for a scheduled flight that information is posted to

the general public via the directory service web site and typically includes flight information such as origin-destination information (see: column 6, lines 50-55).

Response to Arguments

5. In response to Applicant's argument, it is respectfully submitted that the Examiner has applied new passages and citations to amended claims 129, 140 and 142 and newly added claim 144 at the present time. The Examiner notes that newly added limitations were not in the previously pending claims as such, Applicant's remarks with regard to the application of Rosenblatt to amended and newly added limitations are addressed in the above Office Action.

Any inquiry concerning this communication or earlier communications from the examiner should be directed to Robert W. Morgan whose telephone number is (571) 272-6773. The examiner can normally be reached on 8:30 a.m. - 5:00 p.m. Mon - Fri.

If attempts to reach the examiner by telephone are unsuccessful, the examiner's supervisor, C. Luke Gilligan can be reached on (571) 272-6770. The fax phone number for the organization where this application or proceeding is assigned is 571-273-8300.

Information regarding the status of an application may be obtained from the Patent Application Information Retrieval (PAIR) system. Status information for published applications may be obtained from either Private PAIR or Public PAIR. Status information for unpublished applications is available through Private PAIR only. For more information about the PAIR system, see <http://pair-direct.uspto.gov>. Should you have questions on access to the Private PAIR system, contact the Electronic Business Center (EBC) at 866-217-9197 (toll-free). If you would like assistance from a USPTO Customer Service Representative or access to the automated information system, call 800-786-9199 (IN USA OR CANADA) or 571-272-1000.

/Robert Morgan/
Primary Examiner, Art Unit 3626